

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS.
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12.
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the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1906.
 Complete Edition ... \$10.00
 Small 6.00
 Orders may be sent to the
 Hongkong Daily Press Office and
 to the Local Booksellers

No. 14,997. 第七十九百九千四萬一第 日四十月四年二十三日光 HONGKONG, MONDAY, MAY 7th, 1906. 一月七日五六年零百九千一英港香 PRICE, \$3 PER MONTH.



SPECIAL

"BULL DOG" BRAND
STOUT & ALE
IN SPLITS.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

[a1342]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 1st October, 1905. [a272]

NOTICE.

THE PHARMACY (FLETCHER & CO., LTD.)

NOTICE IS HEREBY GIVEN that from
This Date, the MANAGER of this Company
will be Mr. E. B. K. HUNT, Member of the
Pharmaceutical Society of Great Britain, and
late Dispenser St. Bartholomew's Hospital,
London, who will Personally Dispense all
Prescriptions.

Hongkong, 3rd May, 1906. [a1008]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904.
217,561.299.

I. AUTHORIZED CAPITAL... \$23,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 0
II. FIRE FUNDS... 3,001,266 12 9

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates
SHEWAN, TOME'S & CO.,
Agents.

Hongkong, 30th June, 1905. [a1567]

L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept RISKS against Fire at current
rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904. [a29]

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [a11]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH.
ELLY'S, SCHULTEZ'S, AMBERITE
AND KYNOCK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 28SG. AIM GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. [a93]

HONGKONG HIGH-LEVEL TRAV-
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CABS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra cars at 11.00 p.m. and 11.45 p.m.
SUNDAYS.

9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CABS at 8 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

ESPECIAL CARS by arrangement at the Co.
pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 18th July, 1905. [a99]

CHUN SENG.
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a499]

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OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815

BRANDY	***	\$22.50
"	***	20.00
"	**	16.75
WHISKY, PALL MALL		20.00
" JOHN WALKER & SONS' OLD HIGHLAND		12.50
" C. P. & CO.'S SPECIAL BLEND		10.50
PORT WINE, INVALIDS		20.00
" DOURO		13.75
SHERRY, AMOROSO		20.00
" LA TORRE		16.00
BENEDICTINE, D.O.M.		40.50

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HONGKONG AGENTS.

[51a]

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IN MUSLIN, LINEN, COTTON, ETC.

LADIES' TRIMMED HATS.

LATEST LONDON AND PARIS STYLES.

BLOUSES, UNDERSKIRTS, BOOTS AND SHOES.

LANE, CRAWFORD & CO.

Hongkong, 23rd April, 1906. [a33]

THE LAHMEYER ELECTRICAL CO. LTD.
LONDON.

FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A.M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [48a]

GUINNESS'S EXTRA QUALITY
STOUT

"HORSE HEAD" BRAND

IN

QUARTS, PINTS, AND SPLITS.

TELEPHONE NO. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Hongkong, 5th May, 1906. [a34]



MACKIE'S
WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

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SOLE AGENTS.

23 & 25, QUEEN'S ROAD.

Threshing Floor, by J. S. Fletcher...	0.70
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Portreco, by Eden Phillpotts....	2.00
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Pilkington, by W. Caine....	3.50
First was Ordained, by Guy Thorne....	0.60
Beauty Shop, by D. Woodruff....	0.60
A Specimen Spinster, by Leigh....	0.60
The Romance of the Fountain, by Hamilton....	0.60
The Coat of Many Colours....	0.60
Tongue of Gossip, by Sherwood....	0.60
Stars of Destiny, by Truscott....	0.60
The Parson's Wood, by Simpson....	0.60
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The Difficult Way, by Dearmer....	0.60
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Imperial Naval Review and an Account of the Visit of the British Fleet to Japan....	0.60
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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 STAR, SPECIAL.—The first of all "Peg" WHISKIES at \$18.00
5 STAR, LIQUEUR.—Exquisite, best in the World for Club or Private use at \$22.00

Stop drinking rank, Smoky Stuff, because it comes through the SODA." TRY HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:

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LONDON BRANCH.—34, LIME STREET, E.C.
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LIMITED,
CHEMISTS AND DRUGGISTS,
THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.
On communications relating to the news column
should be addressed to THE EDITOR.Correspondents must forward their names and addres-
ses, with communication addressed to THE EDITOR,
not for publication, but as evidence of good faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be sent
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[Lieber]

P.O. Box, 88. Telephone No. 12.

BIRTH.
On April 28th, the wife of E. de Luca, of a
daughter. [1026]DEATHS.
On May 4th, at London, H. M. BEVIS, of the
Hongkong and Shanghai Banking Corporation. [1027]On May 6th, JEHENGIS, NOWHERE
KATIEK, cotton and yarn broker. Funeral
to-day at 9 a.m.LICHTON OFFICE: 104, DES VIEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 7TH, 1906.

The annual report of the China Association reaches us rather late, after we have published our report of the meeting, and our London correspondent's comments thereon. There are, however, the numerous features of interest usual in this conscientious review of matters Oriental; and we will follow our custom of quoting salient passages only. It is gratifying to us to note that the report ignores the critics of the Anglo-Japanese Alliance, those who believe that the day is not past when a national isolation may be called "splendid". Although the Alliance may not "assure permanent peace in the Far East", it must go a long way in that direction. That wars are nowadays less lightly entered upon is to be attributed, not to a universal conversion to the anti-war ideal, but to the existence of these national combinations, in which one party, less excited by the pinpricks of the moment, may be assumed to act as a brake upon the bellicosity of the other.

The report has nothing particularly new to say of the political situation in China, regarding as uncertain the direction which the latent forces—perhaps "seething forces" were more apt—will take. We agree that the spirit throughout the Empire appears to be Chauvinistic; but without any desire to generalise or make too sweeping assertions, we should have thought the grounds for believing in "the increasing intelligence of the native press" were scarcely adequate.

It would have been interesting if the reference to Chinese currency could have been written with knowledge of the observations by Mr. H. B. Morse, referred to in our last. The report refers to the alleged excessive coinage of copper, and its alleged debasement, two points which Mr. Morse considered to have been exaggerated.

There is, of course, no disagreement whatever as to the mischief caused by the coins not being truly imperial; but it is not too much to expect that before the next annual report has to be issued the Chinese Government will have remedied this. With a really imperial currency, accepted in all parts of the Empire, the way would be more open for final reforms. The China Association's advocacy of an imperial silver coinage would not be long, we fancy, in being replaced by a request for the gold basis that was "deemed to be impracticable in China". It is not to be understood that it was the Association as a body which deemed it impracticable, although they may have decided that half a loaf is better than no bread.

The subject of railways evokes nothing very new, either; the present position of the railway movement generally is not quite so clear as might be thought; the influence of the Chauvinistic spirit previously mentioned cannot be accurately weighed. The remark in the report, that "it is doubted whether the capital will be forthcoming from native sources", is one that must be considered in the light of that factor. The intensity of the Chauvinistic feeling may perhaps be gauged by the popularity of these railway investments, which again (as we have just seen in Kwangtung) depends largely on the extent to which official interference is restricted. We certainly have doubts about the speedy and adequate development of a railway system by Chinese alone; but time will show. The suggestion from Hongkong, to import something of the new Alliance into this matter, viz., Japanese engineers and British capital, is described as "hardly feasible", with which we need not quarrel, although the reason given is insufficient. No account is taken of the third party to the transaction; that the Chinese may be unsympathetic toward both.

The observations on Trade Marks Regulations, Mining Regulations ("no progress made") and River Conservancy are well in line with public opinion on the spot, and need not be quoted. The Shanghai Mixed Court affair occupies the most space, and while the spirit of the comments is to condemn the flagrant diplomatic attachment to "Red Tape", the terminology is diplomatically milder. The situation generally at the Northern Port is so anomalous that if we are to stick always to the letter of the law, ignoring its spirit, there is bound to be more trouble. Palmerstonian methods are the only ones to do any real good there now. For diplomats to say at one time it is not a foreign concession, and at others to intervene and arbitrarily upset the actions of the municipal government, is too confusing and helps the native obstructionists to "undermine an edifice which was raised and upheld by strenuous effort and constant watchfulness in the past".

The most interesting correspondence between the Association and its Hongkong branch is that in which the story of American enterprise at Whampoa is unfolded. Whatever was in it, it was a most useful spur to those who could expedite the Kowloon-Canton railway business. That the Americans ever seriously hoped for a deep water port in the Canton river, one that could compete with Hongkong, is unlikely; but the argument (reprinted in another column) shows that there was a movement too potentially important to be ignored. The British portion of the line is expected to be completed in four years, by which time the negotiations should be on a footing to permit of the easier section being hastened. In any case, the fact of a determined start being made should cause less to be heard of this other terminus.

The English Mail of the 7th April was delivered in London on the 6th instant.

The old man who was knocked down by a tramcar on Thursday at West Point has since died.

By noon on Saturday 305 plague cases had been recorded, the last daily addition being six, all fatal.

The total receipts at the Treasury between January 1st and February 28th amounted to \$1,607,631.51, while the total payments out were \$1,662,653.65.

The Engineer Volunteer Company will attend night manning at Lyemun to-night. The launch will leave Sub. Marine Mining Pier, 6 p.m.; Kowloon Police Pier, 6.15 p.m., and Kowloon Docks, 6.30 p.m.

The writer of a recent review apologises for killing Mr. William Le Queux, whom he had confused with the late Guy Boothby. The pen of Mr. Le Queux is still busy.

The Right Hon. Charles Thomson Ritchie, first Baron Ritchie of Dundee, left estate of the gross value of £16,245 £s. 10d., of which the personalty has been sworn at £70,197 £s. 10d.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 12 of 1905, entitled an Ordinance to amend the General Loan and Inherited Stock Ordinance, 1893.

Regulations relating to the examinations of masters and mates made by the Governor in Council under Section 4 (8) of the Merchant Shipping Ordinance, 1893 (No. 10 of 1893), are published in the Government Gazette.

The body of a Chinaman, who had been apparently dead for some time, has just been discovered by the New Territory Police under circumstances which point to murder. Deceased, who was a farmer at Ping Shau, had a wound on his forehead. A native has been arrested in connection with the affair.

The *Petite République* announces that M. Clémenceau, Minister of the Interior, has ordered the headquarters of the detective service to cease all communication with Turkish and Russian Embassies. The Minister thinks that the duty of watching Turkish and Russian subjects residing in France is not inoubtable on the French police.

An accident, which might have had more serious consequences, took place at the Headquarter Offices in Fletcher Street on Friday afternoon, when part of the ceiling in the Paymaster's Office gave way. A considerable portion of the plaster fell on Captain Marchant, who, however, escaped with only his left arm injured.

A proposal is made (March 30th) to hold a meeting of the citizens of London with a view of expressing their appreciation of the services of Lord Milner to the Empire, more especially with regard to South Africa. The meeting will be non-political. An influential memorial is being signed to ask the Lord Mayor to grant the use of the Guildhall, and to preside on the occasion.

Duke P'u Tung (2) of the Imperial House, has been appointed to proceed to Northern Chinese Turkestan (Uliastai) and Uliastai, outer Mongolia, to make a report on the condition of the Russians on the frontier line there and to reorganise, if possible, without delay, the Mongol nomad tribes in that region. The Mongols are brave and expert horsemen and would make splendid irregular cavalry to the Imperial armies just as, it is said, the Cossacks are for the Russian army.

H. E. the Governor has been pleased to appoint Mr. A. J. Darby to be secretary to the Squatters' Board during the absence on leave of Mr. L. C. Eres, or until further notice; Mr. A. Hewett provisionally and subject to His Majesty's pleasure to be an unofficial member of the Legislative Council in place of Mr. R. G. Shawan, resigned; Mr. M. H. Logan to be district engineer on the Kowloon-Canton railway construction, British section; Mr. R. Baker to be personal assistant to the chief resident engineer of the British section of the Kowloon-Canton railway.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended April 30th, 1906, as certified by the managers of the respective banks, are as under:—

Bank	Average amount	Specie in reserve
Chartered Bank of India, Australia and China	\$ 3,521,199	\$ 2,300,000
Hongkong and Shanghai Banking Corporation	12,588,123	8,500,000
National Bank of China Limited	63,612	40,000
Total	\$16,72,934	\$10,349,000

Amid tremendous enthusiasm, the Kaiser on April 2nd led the Eleventh Regiment of Hussars into Crefeld, in fulfilment of the promise given by him when visiting that city in 1902. On that occasion his Majesty asked the maid of honour assembled to tell him if they liked dancing, and if the lieutenants danced with them. The unanimous reply was that there were no lieutenants at Crefeld, and the Emperor thereupon promised to send a garrison. At the gates of the city the Burgomaster presented an address. The Emperor, replying, said the regiment had had as brilliant a reception as if it had been returning from a successful campaign. In conclusion, his Majesty said:—"This day I have kept my word with the city. When I give my word I keep it. I have brought your city its garrison, and young ladies their dance partners."

LATEST STREAMER MOVEMENTS.

The I.G.M. str. *Sachsen* left Shanghai on Saturday, the 5th inst., at 10 a.m., and may be expected here on or about Monday, the 7th inst., at 7 p.m.

The total receipts at the Treasury between January 1st and February 28th amounted to \$1,607,631.51, while the total payments out were \$1,662,653.65.

The Engineer Volunteer Company will attend night manning at Lyemun to-night. The launch will leave Sub. Marine Mining Pier, 6 p.m.; Kowloon Police Pier, 6.15 p.m., and Kowloon Docks, 6.30 p.m.

The H.A. L. ss. *Andalucia*, from Hamburg, left Singapore for this port on the 4th instant, at 6 p.m., and may be expected here on or about the 10th inst.

TELEGRAMS.

[DAILY PRESS] EXCLUSIVE SERVICE]

ULTIMATUM TO TURKEY.

LONDON, May 5th.

Turkey has received an Ultimatum from Great Britain, threatening war in case no satisfactory answer or action is forthcoming within ten days.

Great Britain has the diplomatic support of France and Russia in the matter.

THE CHINESE COOLIE QUESTION.

MORE COLONIAL IRRITATION.

LONDON, May 5th.

Much irritation is felt in South Africa at the repatriation proclamation of the Home Government.

LIGHT DUES REMAIN.

LONDON, May 5th.

The Bill proposing the abolition of Light Dues is defeated.

[REUTER'S SERVICE.]

RUSSIA.

LONDON, 3rd May.

The correspondent of the *Telegraph* in St. Petersburg, says that M. Dururov, the reactionary, has been dismissed, and is succeeded by M. Goremikin, an extreme bureaucrat, and an enemy of Count Witte, whose resignation is ascribed to ill-health, but is really due to the impossibility of fighting the reactionaries.

THE EDUCATION BILL.

LONDON, May 4th.

The Opposition will meet the second reading of the Education Bill with a direct negative.

THE INCOME TAX.

LONDON, May 4th.

A select committee has been appointed to consider the graduation of the income tax.

THE RESIGNATION OF COUNT WITTE.

LONDON, May 4th.

Count Witte retires to private life.

THE TURCO-EGYPTIAN BOUNDARY QUESTION.

LONDON, May 4th.

The Standard states Count Metternich has informed Sir Edward Grey that the Sultan cannot rely on the support of Germany in the event of a quarrel with Great Britain.

THE KING IN PARIS.

LONDON, May 4th.

President Fallières has given a banquet to the King at the Elysée, at which the most cordial toasts were exchanged.

CHINESE IN THE TRANSVAAL.

LONDON, May 4th.

A proclamation has been issued informing Chinese in the Transvaal that they will be aided financially, under certain conditions, if they are desirous of returning to China. The Proclamation has been published in the Rand.

(N.C. Daily News Service)

TRUTH OR TERRITORY?

Peking, April 30th.

It is reported that many Russian priests have recently entered Tibet under the pretext of studying Buddhist principles.

THE TOKYO REVIEW.

Tokyo, April 30th.

Ideal weather prevailed for the unique spectacles to-day and the triumphal review of the troops was an unequalled success. There participated 2,127 officers and 20,796 men, belonging to 109 regiments, and the troops extended over ten miles.

H.M. the Emperor and the members of the Royal Household, including Prince Nishihara, drove to the review followed by Marshal Marquis Oyama, General Kodama, Chief of Staff, the Governor-General, the army corps commanders, and Col. Hume, British military attaché.

Upon the completion of the march past the Emperor granted a rescript in which His Majesty expressed his gratification at the high morale and good organisation of the troops.

Marshal Oyama, in an interview, made a plea for national unity.

General Nogi said the review was not intended as a display merely, but it aimed to testify to the progress of the army and to pledge himself to endeavour to prevent the nation from the war is over, losing the warlike spirit.

General Kawamura said that the high morale of the troops was a consequence of the national spirit, which it was most advisable to keep always high.

CONCERT AT WELLINGTON BARRACKS.

Counter attractions were probably responsible for the small attendance at the concert given by the Royal Engineers Variety Club in Wellington Barracks on Saturday night. The programme, however, was up to the usual standard, and the demand for an encore in nearly every instance was proof that the performers' efforts were appreciated. Mr. A. J. Bacon opened with the song "Beloved". The comic song "Ding Dong" was well sung by Mr. W. Jury, and Mr. J. Williams' singing of "My Cosy Corner Girl" proved attractive. The quartette "When I think of you", sung by Messrs. A. J. Bacon, W. F. Adolphy, R. G. Turner and J. D. Le Grove was well received, as was Mr. A. King's clarinet solo. Mr. H. W. Ray's song "Up the West" would have been a greater success had the singer known the words. The prompt failing him, the breaks were too frequent. He was more successful in his second song "The Man behind".

The new lion comique, Mr. W. I. Leekie, created much amusement, his songs "Enquire Within" and "Sandy" keeping the audience in a good humour. For her singing of "Blue Bell" little Miss Coyle received a flattering ovation. The refrain in this case, as in many others, was taken up by the audience, who appeared anxious to help the singer. Mr. R. G. Turner's fine tenor voice was heard to advantage in "Sing me to sleep", and later his whistling song proved a pleasing item. The duet "We would" by Messrs. Adolphy and Leekie provoked roars of laughter, as did their medley. "In Zanzibar", as sung by Mr. T. Williams, captivated his hearers, and the quartette "Jennie Lee", by Messrs. Bacon, Adolphy, Turner and Le Grove, received the applause it deserved. The concert ended with the laughable farce "Sunshie and Rain", in which Messrs. Moriarty, Jury, Turner and Leekie treated the audience to a good ten minutes of unadulterated fun.

The officers of the Club entitled to credit for this excellent entertainment were:—

President, Major C. M. F. Watkinson, R.E.; General Manager, Q.M.S.A. J. A. Bacon, R.E.; Hon. Sec. and Treasurer, Corp. T. Williams, R.E.; Scenist Artist, S. S.

"THE GREAT THURSTON."

Not one member of the large audience which filled the Theatre Royal on Saturday night left the building disappointed. That most people were nonplussed and puzzled by the extraordinary things which "The Great Thurston" did before their astonished gaze goes without saying, and while a few "didn't believe he did what he seemed to do," the majority went away pleased and impressed, agreeing that Howard Thurston was great a conjurer and illusionist as he was reputed to be. Some philosopher has remarked that the public enjoy being fooled, but whether that be true or not, we know that the mysterious always possesses an attraction for the many. Thurston, who claims to be the originator and inventor of almost every illusion he presents, practically sustains the programme himself, and though tricks of legerdemain by no means uncommon in the realm of entertainment, it is eloquent testimony to the ingenuity and marvellous skill of this notable entertainer that the audience never tired of his performances and would have watched them for a much longer period than he cared to appear on the stage.

It seems little to attempt to describe the programme. The first part was devoted to card tricks, the mysterious production of pigeons from most unlikely places, the extraordinary disappearance of a young lady from the stage and her equally remarkable reappearance, and the wonderful Princess who disappeared from the platform and was found inside a box enclosed in two others and suspended from the centre of the ceiling of the theatre itself. But there was fun as well as mystery in this part of the programme. The little boy's difficulties with the eggs were so inauspicious as to be mirth provoking, while screams of laughter followed the pranks of the magician as he drew showers of cards from the person of a young man who had ascended the stage as an assistant and who made a bolt for the comparative seclusion of the pit when he found a huge duck struggling under his jacket. The performance which he described as "Creation" produced a great sensation. A tank was placed on the stage filled with water, and was afterwards enveloped with a cloth, which he had previously shaken out. It was scarcely allowed to rest there half a minute when it was withdrawn, and a young lady was found reclining at the bottom of the water like one of the fabled mermaids. To remove any suspicions that may have been aroused, the performance was repeated, but the audience felt pleased that they accorded him their hearty plaudits.

In the second part, Miss Maud Amber and Mr. Winfield Blake occupied the stage together and endeavoured very successfully to "sow a little smile sad." Their vaudeville style of entertainment was very amusing and proved so acceptable that encore were demanded and acknowledged. Then followed a series of moving pictures, with magic letters by the Edisonograph, by which time the stage was ready for some Chinese magic, performed amid the quaint picturesque settings peculiar to the Middle Kingdom.

The third part opened by Miss Maud Amber singing a new song "I've got my fingers crossed," illustrated by animated photographs, and then Mr. Thurston produced several of the most wonderful illusions ever seen on any stage. The pride of his audience was reserved to the end, when a young lady was apparently hypnotised and laid on a couch, from which she rose in a horizontal position in obedience to the motions of the magician. Then suspended in mid-air and perfectly motionless she appeared to defy the law of gravitation by hanging there without any support. Afterwards she began to revolve in the same inanimate manner, and a hoop was passed over her to make it appear that she had no tangible support. The trick was indeed inexplicable. As already remarked, this brought the programme to a close, and Thurston's reputation in Hongkong was established as an artist-conjurer and a weird and clever magician.

THE S.S. "CHUKONG."

The s.s. *Chukong* arrived in port yesterday, having on board thirteen survivors from the wreck of the *Chukong*, which foundered near Swatow on 27th ult. Mr. Benjamin Rutter, chief engineer, was the only European who escaped. He jumped into the sea before the vessel went down and was picked up by the boat which the Chinese crew had previously launched, and was taken to Swatow. The other Europeans on board, Captain W. Bright, Mr. J. Service, chief mate, and his wife, were drowned.

DEATH OF MR. H. M. BEVIS.

Information has reached the Colony by cable of the death of Mr. H. M. Bevis, which took place at London on Friday. Mr. Bevis, who was home on furlough, was on the staff of the Hongkong and Shanghai Banking Corporation, in which service he had a long and honourable record. Transferred from the London office to Hongkong in 1876, he applied himself to his duties so assiduously that in five years he was appointed accountant at the Shanghai Branch. There he remained for three years, and returned to Hongkong as chief accountant, but he went back to the Shanghai Branch a few years later as sub-manager. In 1891 he was promoted to the management of the Yokohama Branch and again went back to Shanghai in 1894, this time as manager. For two years he acted as Inspector of Biscuits, and then was manager at Yokohama from which place he came to Hongkong as Acting Chief Manager in 1900, during the absence of Sir Thomas Jackson on leave. Shanghai again claimed him as manager, and in March of last year, having passed through a serious illness, he went home on holiday. A man of 30 years' experience in the East, Mr. Bevis had many friends here to whom news of his death will come as a shock.

THE HARBOUR MASTER'S REPORT.

The following extracts are from the Harbour Master's report on Hongkong shipping for the year 1905.—The total tonnage entering and clearing at ports of the year 1905 amounted to 34,185,091 tons, being an increase compared with 1904, of 522,705 tons, and the highest tonnage ever recorded. There were 227,910 arrivals of 17,142,363 tons, and 22,849 departures of 11,435,608 tons. Of British ocean-going vessels, 3,839,053 tons entered, and 3,833,274 tons cleared. Of Foreign ocean-going vessels 2,911,530 tons entered, and 2,903,226 tons cleared. Of British river steamers 2,776,982 tons entered, and 2,777,040 tons cleared. Of Foreign river steamers 3,297,743 tons entered and 3,298,834 tons cleared. Of steamships under 60 tons plying within the waters of the Colony 4,622,661 tons entered, and 4,446,651 tons cleared. Private steam launches or boats owned by the Star Ferry Co's craft are not included in these figures, as the company state that no record is kept of the number of trips made, or passengers carried by their vessels. Of junks in local trade 1,191,717 tons entered and 1,170,446 tons cleared. Thus—British ocean-going vessels represented 22.4 per cent.; Foreign ocean-going vessels represented 17.0 per cent.; British river steamers represented 16.2 per cent.; Foreign river steamers represented 2.0 per cent.; steamships under 60 tons, Foreign trade represented 0.2 per cent.; junks in Foreign trade represented 3.4 per cent.; steamships under 60 tons, local trade, represented 26.8 per cent.; junks in local trade represented 7.0 per cent., the exception of the large increase in steam-launches plying within the waters of the Colony, which affords good evidence of the enhanced internal traffic in the Colony. The actual number of ships of European construction (exclusive of river steamers and steam-launches) entering during the year was 889, being 506 British and 383 Foreign. These 889 ships entered 3,926 times and gave a total tonnage of 6,736,600 tons. Thus, compared with 1904, 4 more ships entered 81 less times, and gave a collective tonnage increased by 212,890 tons.

Ocean vessels under the British Flag show a decrease of 329 ships of 364,000 tons. This decrease is of little significance it may at first appear to possess when viewed in conjunction with my report for 1904, where an increase appears of 352 ships of 930,390 tons which is shown to be practically due to special circumstances connected with the late war. These special circumstances being removed with the advent of the Baltic Fleet in Far Eastern waters in April, 1905, the shipping tended to return to its normal state, and we are left with a net increase over the figures for 1903 (neglecting those for 1904) of 32 ships of 883,890 tons. This seems to show a continuance of the general increase in size of British ships trading to the Far East. In British River Steamers there is an increase shown of 1,616 ships, which is due to the additional small craft plying between here and Mirs Bay, which have been treated as river steamers, though they do not strictly satisfy the definition. The decrease in tonnage of 143,338 tons is accounted for by the fact that three moderately sized vessels were taken off the run early in the year, and much smaller craft substituted. For foreign ocean vessels an increase of 149 ships of 469,938 tons is shown. Here, again, reference to my 1904 report is necessary in order to properly appreciate the significance of the figures. During that year, on account of the war, there was the enormous decrease of 1,149 ships of 1,910,589 tons, of which Japanese shipping accounted for 824 ships of 1,809,000 tons. The causes militating against the employment of Japanese ships were not removed until late in 1905, indeed, they are not completely removed even now, so that the increase now shown is but the partial restoration to normal conditions, and should really be read as a net decrease, on the figures for 1903, of 1,000 ships of 1,910,581 tons. In foreign river steamers the decrease of 61 ships is due to the fact that two small Chinese vessels have become British, and the increase in tonnage to the more frequent running of two moderately sized French steamers. The remaining increases and decreases do not present any points of importance, with Eight thousand one hundred and thirty-three (8,133) steamers, 22 sailing ships, and 900 steamships under 60 tons in foreign trade, entered during the year, giving a daily average entry of 24.81 as compared with 23.26 in 1904. If the figures for foreign trade junks are added, the daily average would be 70.8 as against 77 in 1904. The 509 British vessels entered 3,733 British officers and 30 Foreign officers, as follows:—British, 3,733; Dutch, 2; Norwegian, 1; Swedish, 1; United States, 26. Thus, the proportion of Foreign officers serving in British vessels was 0.19 per cent., comprising 4 nationalities. A decrease of 0.8 per cent., with an increase in number of Chinese borne, in a slightly decreased number of vessels. The 383 Foreign vessels carried 2,899 officers, of whom 119 were British, as follows:—In Chinese vessels, 80; French 2; in Japanese 8 and in United States, 29. Thus, 4.11 per cent. of the Officers serving in Foreign vessels visiting the port were of British nationality. A decrease of 2.51 per cent., with a decrease in number of ships and of officers borne therein. The 56 British vessel carried an crews, 30,983 British, 2,818 other Europeans, and 108,032 Asiatics; while the 383 Foreign vessels carried 1,219 British, 42,553 other Europeans, and 78,926 Asiatics. This shows a growing tendency when compared with previous years, for vessels to employ their own nationals to the exclusion of Asiatics and other Europeans.

My opening remarks under the heading of trade in my report for 1904 are as applicable now as then. The insincerity of these cargo returns is strikingly exemplified in the enormous increase shown in the import of sugar, which amounts to 103,491 tons, or an increase of 51.5 per cent. From enquiries made it appears that no such abnormal increase has taken place, and the explanation of the discrepancy is that the sugar returns, since the passing of the Sugar Convention Ordinance and the regulations made thereunder in June, 1905 (a period of only six months), have, perhaps, been accurate, so that, apparently, double that amount of sugar has, in previous years, if reported at all, been reported as "General." Under the heading imports there appears a decrease of 280,888 tons, or 6.7 per cent. Though the general tendency is towards decrease in most of the items, there are substantial increases reported in cotton, hemp, and general cargo, of 70.2 per cent., 38.2 per cent., and 1.9 per cent., respectively, but it is difficult to say if these are genuine increases or not. Prominent among the decreases are—Coal, 68,467 tons, or 5.9 per cent. This is probably due to the cessation of maritime coal trades. Flour, 61,413 tons, or 52.9 per cent. This appears to be due solely to the "boycott" of United States' goods. Bulk kerosene, 13,554 tons, or 23.8 per cent. It seems that this is merely due to the fact that large cargoes which in previous years

EARTHQUAKES IN FUJIKEN.

Recent issues of the *Fukien Daily News*, which is published at Amoy, give account of earthquakes which have been felt in Fukien. On the 28th of March, and a few days after, there were repeated shocks experienced at the large provincial city north of Amoy called Chunchow.

At a village called Eastern Prison, a hill, on which there were many graves, split in several places and left the graves open with the coffins broken fragments. The people were terrified seeing the dead thrust as it were from the tombs. On the 26th of March at 5:30 a.m. a large region west of Xingpingfu (140 miles west of Foochow) was visited by a violent shock lasting about 1 min. Many buildings were injured, though none like thunder. The people were panic-stricken. A few days previously the same region and Szechuan further to the southwest had been visited by a very unusual hail-storm. Suddenly in the afternoon a violent wind swept over the country causing considerable damage to fields and houses. The wind was followed by a perfect torrent of rain during which the mercury in a few minutes dropped several degrees. An ominous noise, as of heavy swells on the ocean, was next heard and almost immediately hailstones from the size of a pea to a rice bowl "began to fall. Some roofs were badly battered. The populace is greatly alarmed because of these unusual phenomena.

The very rich at once abhor and execrate parasitism, above its expense, execrate its syphophany. Without it how could they keep up their flattering delusion that they are great persons? The angry glance that the rich casts over his courtier crowded ante-room is mimicry itself in comparison with the glance he would cast over it were he to find it empty.

THE WHAMPoa DEEP-WATER PORT SCHEME.

The annual report of the China Association includes correspondence between the Hongkong Branch and the London Committee. Following is an extract from letter dated 21st April, 1905:—

Dear Sir,—For some time past evidence has been accumulating which tends to show that a serious movement is on foot having for its object the opening of a port to serve eventually as the terminus of the Hankow-Canton Line. The idea is held to be impracticable by many whose opinion is entitled to respect, and who rely upon the natural advantages possessed by the harbour of Hongkong to defeat all efforts to challenge the supremacy of this port. We hope that the optimistic opinion is warranted by all the facts of the case, but there are certain facts which ought not to be lightly regarded and which are yet seldom referred to. We have nothing to oppose to the view that, as regards the larger ocean-going vessels, there is nothing to be feared. The new Pacific liners can never go to Whampoa, nor can the German mail steamers, no steamers, in fact, drawing anything over 20 feet. But with respect to steamers drawing no more than this, it is unsafe to assume no rivalry can be set up. A scheme for dredging a channel through the bar below Whampoa—the so-called "second bar"—has recently been put forward, and is receiving the favourable consideration of the Chinese authorities. It is proposed to devote a large sum of money to this object, of which a considerable part will be set aside from the I.M.C. revenue. The proposed dredging operation would only be required to cut a channel some quarter of a mile long. If successful, ships drawing as much as 36 feet could get up to Whampoa at spring tides, and as much as 24 at neap tides. In referring to the proposed opposition port, we have described it as "at or near Whampoa." The avidity with which land in the vicinity is being bought up shows that the Chinese are going to try and make it there. A group of influential Chinese are interesting themselves in the project, and we have good reason to believe that they are receiving every encouragement from the Chinese Authorities. It should not be forgotten that the latter view the existing Kowloon frontier arrangement as a serious handicap to the effective safeguarding of the Kwantung revenue. They have never ceased to resent the action of the British Government in taking over the whole of the waters of Deep Bay and Mirs Bay, and they regard the Hongkong Government as the protector of the local smuggling activities which, they believe, are a source of considerable loss to the Customs Revenue. They are apt therefore, from the Viceroy downwards, to view this Colony with no friendly eye, and the prospect of drawing away our trade, or any part of it, to their own shores is one which can hardly fail to appeal to them most powerfully.

The group of influential Chinese already referred to appear to be led by the man who is the guiding spirit of the Swatow to Chou-chou-fu railway, at present in course of construction. A similar scheme for a Chinese subscribed and Japanese built railway from Canton to Whampoa has been under consideration for some time past. Hitherto all purely Chinese railway proposals, private or official, have come to nothing, and it would be a serious matter for Hongkong, and it behoves us to leave no stone unturned in the endeavour to discourage the growth of the idea.

I am, Dear Sir, Yours faithfully,

KODAKS AT HOME PRICES.

NO. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
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Hongkong, 5th April, 1906. 116

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(late of the Hongkong Typewriting Bureau)

Hongkong, 25th October, 1905. 119

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THE HONGKONG STEAM WATER-BOAT CO. LTD. is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

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Hongkong, 14th September, 1905. 1563

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TERMS VERY MODERATE

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Hongkong, 21st September, 1905. 688

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NOTICE.

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2 Zetham Street, TO-MORROW (TUESDAY), the 8th May, 1906, at 11 A.M.

TOWELS, CARPETS, TEA SETS, GLASS-WARE, MUSLIN, FLANNELETTE, Japanese and Chinese SILK GOODS, HANDKERCHIEFS, SHAWLS, PETTI-COATS, CUSHIONS, BEDCOVERS &c. Also,

A Small Lot of WATCHES and JEWELERY, &c.; And 9 BALES CORKS.

TERMS.—As usual.

F. KIENE,
Auctioneer.
Hongkong, 1st May, 1906. 996

NEW ADVERTISEMENTS

LOST.

ON 23rd April from H.M.S. "KENT" at Mira Bay ONE WHITEHEAD TORPEDO. A Reward not exceeding \$50 (fifty dollars) will be paid for its recovery.

Position of ship at time of loss.

N.W. End Pouchau N. 48° N.
Bate Head S. 2° E.
Gau Tau Island S. 23° E.
Apply to— H.M.S. "TAMAR"
Hongkong, 7th May, 1906. [1028]

CLUB GERMANIA.

NOTICE.

THE NINTH YEARLY GENERAL MEETING of the Members of the Club Germania will be held in the Club House, on TUESDAY, the 13th May, 1906, at 6 P.M.

By Order, C. W. HEUSER,
Hon. Secretary.
Hongkong, 5th May, 1906. [1019]

NOTICE OF REMOVAL.

D. SWAN has REMOVED from No. 7 Alexandra Buildings, to 18, BANK BUILDINGS, 1st Floor, next to Shanghai Life Insurance Co., Hongkong, 4th May, 1906. [1012]

NOTICE OF REMOVAL.

M. ESSERS, L. M. ALVARES & CO. have this day REMOVED their Office to the Top Floor of No. 8, Des Voeux Road Central, above the office of Messrs. Johnson, Stokes and Master.
Hongkong, 1st May, 1906. [989]

WANTED.

A YOUNG CLERK, must be a Quick Writer and Typist.

Apply to— ROBINSON PIANO CO., Hongkong, 3rd May, 1906. [1006]

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.

For Particulars, apply to BUTTERFIELD & SWIRE, Hongkong, 23rd April, 1906. [945]

NOTICE.

M. R. P. W. GOLDRING's connection with the firm of Messrs. BRUTTON, HETT & GOLDRING having been severed by mutual consent, the business heretofore carried on under that name will as from this date be continued at Nos. 39, 41 and 43, Des Voeux Road, under the name of Messrs. BRUTTON & HETT, and Mr. P. W. GOLDRING will carry on business under his own name at No. 10, Queen's Road Central.

Dated May 1st, 1906.

BRUTTON & HETT
991 PHILIP. W. GOLDRING.

SALE OF THE WRECK OF THE CRUISESHIP "SULLY".

TENDERS for the Purchase of the said WRECK will be received up to THURSDAY, the 5th of July, 1906, a.m.

Written Tenders, worded to a Special Form, which will be shown at the FRENCH CONSULATE, Hongkong, should be sent under registered cover, to the RECEVEUR DES DOMAINES, at Haiphong.

The "SULLY" will be SOLD as she lies. She is broken in two parts and is in deep water (about 17 metres) in the "PASSE HENRIETTE," Along Bay.

The total weight of the wreck is about 7,000 tons, including:

Steel Boat about 2,830 tons.
Steel Hull, Masts, etc. 3,830
Machinery (Steel, Pig-Iron)

Brass, Bronze 1,810
Torpedoes, Arms and Ammunition which might be found on or about the wreck will have to be handed to the FRENCH NAVAL AUTHORITIES.

For particulars, apply to the FRENCH CONSULATE, Hongkong.

By Order, GASTON LIEBERT,
Consul de France.
Hongkong, 16th April, 1906. [886]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

W.M. PARLANE, Manager.
Hongkong, 18th November, 1901. [47]

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Hongkong, 17th May, 1905. [122]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A DIVIDEND at the Rate of TWENTY-FIVE PER CENT, being FIFTEEN DOLLARS per Share on the Paid-Up Capital of the above Association, has been declared payable, in Taels at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to Shareholders of Record on the 9th April, 1906.

By Order of the Board of Directors,

F. A. CUMMING,
Acting Secretary.

Hongkong, 1st May, 1906. [1009]

AUCTIONS

FOR SALE

FOR SALE, OR TO LET.

THE WANCHAI PROPERTY of GEO. FENWICK & CO., LTD., Engineers and Shipbuilders, Comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.

Or, a portion of Marine Lot at North Point, 20 feet depth of water at Wharf; suitable for godowns, &c.

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Hongkong, 25th April, 1906. [135]

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A ELEVEN-ROOMED HOUSE, with Dressing, Drying and Bathrooms; distance thirteen minutes by tram from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

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SHEWAN, TOME & CO.
Hongkong, 16th March, 1906. [571]

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A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. View of the Harbour. Terms moderate.

Apply to— Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road (late of "Tang Yuen").

Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

ONE LARGE FRONT BEDROOM with Board for one or two Gentlemen.

Apply at—

NO. 2, KNUTSFORD TERRACE,
Kowloon.

Hongkong, 23rd March, 1906. [704]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

TO LET

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—

REUTER, BROCKELMANN & CO.,
Prince's Buildings.

Hongkong, 20th March, 1906. [678]

TO LET

NEW "KINGSCLEERE" with Stables entrances in both Kennedy and MacDonnell Roads.

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LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1906. [83]

TO LET

STILLINGFLEET, PEAK ROAD, Five Rooms, Good View of Harbour.

Apply to—

E. EZRA,
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Hongkong, 3rd May, 1906. [1007]

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Hongkong, 4th April, 1906. [390]

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SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 6th February, 1906. [366]

TO LET

NO. 3 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.

2ND FLOOR No. 12, Queen's Road Central.

Kowloon Marine Lot 47 with Wharf.

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LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, 29th March, 1906. [501]

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A HOUSE in CLIFTON GARDENS, Conduit Road.

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EXMOOR CONDUIT ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [1524]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Office. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.

Hongkong, 1st June, 1906. [110]

TO LET

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1905. [17]

TO LET.

SEVEN EUROPEAN HOUSES, late

F. Blackhead & Co. & Shewa, Toms & Co.'s Offices. Ground Floors and Top Floor with Godowns can be let separately on the same.

Apply to—

CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central.

Hongkong, 19th July, 1905. [81]

TO LET.

FURNISHED ROOMS, with or without

Board. Near Ferry, Kowloon. Tennis Court attached.

Apply—

"M. E."

Care of "Daily Press" Office.

Hongkong, 2nd March, 1906. [543]

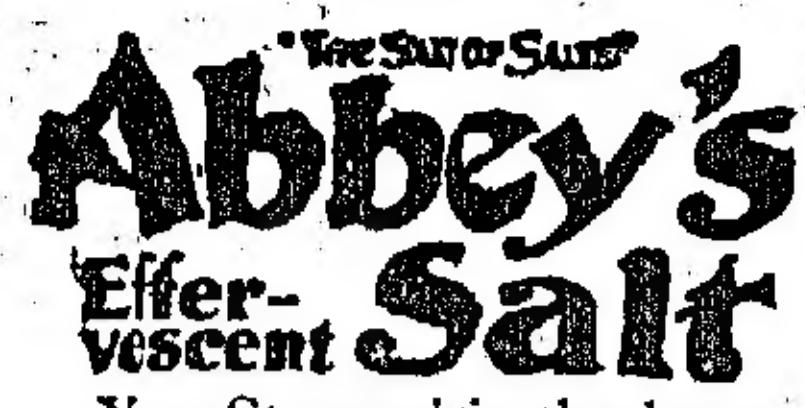
TO LET.

GODOWN, No. 3, NEW PRAYA,
Kennedy Town.

Apply to—

HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.

Hongkong, 28th June, 1905. [18]



Your Stomach is the key to your health.

If you keep your Stomach healthy, you are sure to be well.

If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in sixes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Shine Co., Ltd., 144 Queen Victoria Street, London, E.C.

50-6

S. MOUTRIE & CO. LTD.

HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED
THE ORCHESTRELLE Co.'S
LATEST CREATION

THE
PIANOLA PIANO.
PRICE £115.

PERFECT IN EVERY DETAIL AND
FINISH

RECITALS DAILY.

INSPECTION INVITED.

PIANOS FOR HIRE AND
PURCHASE.

Special Terms for Tuning by Contract.

Taxes from Messrs. BRINSMEAD &
BROADWOODS,

York Building, Chater Road.

Hongkong, 1st March, 1906. 1527

D A V I D C O R S A R & S O N S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAPEPAULING
ARNHOLD, KARBERG & CO.
851 Sole Agents

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and POOCHOW
LAQUERED WARE.
68, QUEEN'S ROAD CENTRAL
Hongkong. 21st September, 1903. 592

**AUTOMATIC MAUSER
PISTOLS.**

GALEBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGE
FIRING 10 SHOTS in 2 SECONDS.
SIEGMESSEN & CO.
Hongkong, 3rd October, 1905. 45

SPENGER'S Food
A delicious, highly
nutritive, and most easily
digested Food, specially
prepared for Infants and
for Adults whose
digestive powers have
been weakened by illness
or advancing years.
The experience of thou-
sands has proved that
this Food can be enjoyed
and assimilated when
others disagree.

A Lady writes:—"Humanly
speaking, Benger's Food entirely
saved baby's life. I had tried four
well-known foods, but he could
digest nothing until we began
the Benger. He grew very and
fattened rapidly."

Benger's Food in tins of
chemists, etc., everywhere.

LLOYD'S REGISTER SHIPBUILDING RETURNS.

These returns, for the quarter ended 31st March, include the following figures:

Vessels under construction.—It appears that, excluding warships, there were 547 vessels of 1,491,882 tons gross under construction in the United Kingdom at the close of the quarter ended 31st March, 1906. The particulars of the vessels in question are as follows:

31st March,
Description. No. Gross
Steam. tonnage
Steel. 510 1,394,128
Iron. 1 500
Wood and Composite. Total. 511 1,394,628
Steel. 17 5,376
Iron. 19 1,878
Wood and Composite. Total. 36 7,254
Total Steam and Sail. 517 1,418,882

The tonnage under construction has shown a steady increase since December, 1903, and the present figures are within 12,000 tons of the total reached in September, 1904, which is the highest on record. As compared with the return for the December, 1905, quarter the figures show an increase of 46,000 tons, while the total for September, 1904, is now exceeded by over 70,000 tons.

Of the vessels under construction in the United Kingdom at the end of March, 427 of 1,028,114 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 63 vessels of 153,671 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 491 vessels of 1,16,715 tons. Details of this total follow:

No.	Gross Tonnage
Building in United Kingdom for all accounts, for sale, etc.	362 887,968
Building in United Kingdom for foreign and colonial accounts	63 140,176
Building abroad for United Kingdom Owners	7 1,140
Building abroad for foreign account	56 157,431
Total building on 31st March, for classification in Lloyd's Register Books	490 1,16,715

SHARE REPORT.

Messrs. Erlich Georg and Co., in their weekly share list, dated May 5th state:—A moderate cash business has been done during the week under review in a variety of stocks, but rates show hardly any change. The sterling demand on London has advanced to 2s. 1d., while rates on Shanghai are unchanged, as well as the rate from Shanghai on Hong Kong. Bartsilve in London is quoted 2s. 1d., and Consols £89.5.

BANK SHARES.—Hongkong and Shanghai's sold at \$855 and \$860, and more shares are on offer at the lower figure; the London rate is £90. Native stocks sold continue in demand at \$85.

INSURANCE SHARES.—Nothing has been done in stocks under this heading, but Unions can be placed at \$775 on the interim dividend of \$30 per share paid on 30th ultimo, and China Traders at \$94 on the interim dividend of \$3 per share paid on 20th ultimo. North China are quoted Tls. 875 ex the interim dividend of 7/6d. (at 2s. 10 1/2d. = Tls. 2.62) per share paid on 1st instant. Yangtzees are quoted \$175, and Cantons have buyers at \$355.

FIRE INSURANCE SHARES.—No business has been reported. Hongkongs are quiet at \$300, and China are obtainable at \$95.

SHIPPING SHARES.—A few Hongkong, Canton and Macao steamship shares sold at \$25, but more are on offer. Indo-Chinas have dropped to sellers at \$92; Shanghai wires Tls. 67 sellers, and London quoted £10. China and Manilas have sales and buyers at \$19. Douglauses sold and are wanted at \$40. Star Ferries sold in small lots at \$23 for old and \$22 for new shares. Shells have sellers at 2s., which is also the London quotation. Hongkong Steam Waterboats fetched \$94.

REFINERIES.—China Sugar hung fire and, in the absence of actual cash sales, we stick to the nominal quotation of \$175 sellers, a sale at \$180 for end of August is reported. Iucons are not wanted at \$15.

MINING SHARES.—Nothing doing and no change to report.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company Shares sold at \$163 and \$164, and have sellers at the highest rates. Ferries sold at \$24, but close with sellers at \$22. New Amy Docks have buyers at \$17. Familiars are on offer at Tls. 19. Hongkong and Kowloon Wharves are on the market at \$104, while Shanghai and Hongkong Wharves have buyers in the north at Tls. 225.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares are in demand at \$119, but no shares are offering. Kowloon Lands are firm at \$35. West Points changed hands at \$33, and Hongkong Hotels at \$132. Humphreys' Estates can be placed at \$11.60. Shanghai Lands have advanced Tls. 19;

COTTON MILLS.—Scovishes have improved to Tls. 320; other Shanghai Mills are unchanged. Hongkong Cottons sold and have sellers at \$16.

SUNDAY MANUFACTURING COMPANIES.—China Light and Power sold at \$104. Electrical (old) sellers at \$17; the new issue sold at \$16; Bell's Asbestos have buyers at \$72. Dairy Farms sold at \$16. Green Island Cement changed hands at \$22, and a few more are on offer. Other stocks under this heading unchanged.

MISCELLANEOUS.—China Providents have been done at \$9. Langkangs have buyers in the north at Tls. 24 1/2. A. S. Watsons sold and are wanted at \$132. Wm. Powells fetched \$10, but more shares are obtainable. Other stocks under this heading unchanged.

A Lady writes:—"Humanly speaking, Benger's Food entirely saved baby's life. I had tried four well-known foods, but he could digest nothing until we began the Benger. He grew very and fattened rapidly."

Benger's Food in tins of chemists, etc., everywhere.

THE ALDERSHOT RAGGING CASE.

Lieut. Clark-Kennedy's account of the "ragging" is worth reproducing.

On the President of the Court asking him what took place on the night of March 15th, he said he did wish to give any information against his brother officers. The President, however, at once replied that, the inquiry being official, he was bound to assist by giving every information in his power. Lieutenant Clark-Kennedy then said that he returned from sick leave on March 15th, and went down to the afternoon before mess. There he noticed that his brother officers received him very coldly, and would not speak to him. After dinner he withdrew to his room to write a letter, and later, four officers came in and told him that they had come to take him to the billeting room to try him by court-martial. When he was taken downstairs, and found a mock court assembled. Lieutenant Jolliffe read out the charges against him. They were that Major Whiston, the medical officer in charge of the brigade, had reported him on the occasion of his examining him during his illness. He had found him in a fit condition, that his health looked as though they had not been cleaned for months. His month was in a dirty state and that he was suffering from a dirty disease called the "itch." He replied that the fit of the charge, but said that he had had "scabs" before Christmas, but had quite recovered before Major Whiston's return during his illness. He had contracted the disease some weeks before Christmas. He did not know what it was, so he consulted his own doctor in London, who treated him. Afterwards he saw Major Whiston, who told him to go away to cure. He went on sick leave, and after a course of baths returned cured. He sent in his papers to go away in January, and the mock court charged him with having told the colonel a lie on that occasion. He refused to discuss that matter with them at all, and it was dropped. He was told to stand at ease and at attention, and because he refused the court added a charge of contempt. He refused to say anything to them except that he was not dirty. He was taken outside the room, and afterwards taken back again, when the sentence was read. After abusing him for about ten minutes they ordered him to strip. There was a bath in the room, and he could see that it was no use to resist, so he took off all his clothes.

They told him to get into the bath, and he did so, and several jugs of cold water were poured over him. Then a grey mixture was poured over his back, arms, and legs. He could not say what it was, but there was motor oil in it. His pillow was opened and the contents were emptied over him, and jugs were smeared all over his head. They did not put the mixture on his face. He started cleaning himself and got into bed. Two officers who took him in part in the affair came up and asked if it was all right. Later his clothes were brought up and dropped inside his room. Lieutenant Jolliffe came up and threw the screen that was in the room over him while he was in bed. He jumped up and was thrown back, while Lieutenant Jolliffe called out to the other officers in the passage that he had "gone for him." Fearing that they would attempt more on him he locked the door, and when they attempted to break it down he put on an overcoat over his pyjamas, put on a cap and boots, and jumped out of the window. He went to the Queen's Hotel, where he stayed that night, telling the night porter to deny that he was there, should any of his brother officers follow him. Next day he saw the Adjutant, who said that Major Whiston had reported that he was in a dirty bodily state. He saw Colonel Cuthbert later and went off to London. His health broke down in consequence of the treatment he had received, and he was ordered to lie up. That was the full story on which he told the full story of the affair except to his father and doctor. He gave the names of the officers who were present at the mock court-martial and the Adjutant, who said that Major Whiston had reported that he was in a dirty bodily state. He saw Colonel Cuthbert later and went off to London. 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SHIPPING.

ARRIVALS.

ANCHISE, British str., 1,701, B. de Bon, 5th May.—Kuchinoer 1st May, Cool.—Butterfield & Swire.
BELLEROPHON, British str., 6,127, T. Bartlett, 6th May.—Shanghai 3rd May, General.—Butterfield & Swire.
CHOTIANG, British str., 1,424, T. W. Selby, 6th May.—Shanghai 30th April and Swatow 4th May, General.—Jardine, Matheson & Co.
DAGNY, Norwegian str., 4,214, May, from Canton, ELISABETH RICKMERS, German str., 1,290, W. Hofstader, 5th May.—Kohlschang 29th April, Rice & Wood.—Butterfield & Swire.
EMMA LUXEM, German str., 1,159, Conrad, 4th May.—Shanghai 30th April, Rice and General—Chinese.
FALK, Norwegian str., 1,339, G. M. Gundiram, 5th May.—Borneo 28th April, Timber.—Sander, Wiele & Co.
FRITZ ARTELLI, Austrian str., 3,782, A. E. Radonicich, 5th May—Kobe and Shanghai 2nd May, General.—Sander, Wiele & Co.
FOOCHOW, British str., 4th May, from Canton, HAIMUN, British str., 4,761, A. J. Robson, 5th May.—Amoy 3rd May, and Swatow 4th, General.—Douglas Lumsdaine & Co.
KWANGTUNG, Chinese str., 1,688, R. Lincoln, 6th May—Shanghai 2nd May, General.—Chinese.
RAJASURI, German str., 1,189, Rosicky, 5th May—Bangkok and Hainan 4th May, Rice.—Butterfield & Swire.
SANDAN, Ge man str., 1,793, Wenwig, 5th May—Bangkok 28th April, Rice.—N.D.L. YOCHOW, British str., 1,307, J. H. Brown, 5th May—Shanghai 2nd May, General.—Butterfield & Swire.
YUNNAN, British str., 5th May, from Canton.

DEPARTURES.

May 5th.
BENMOHR, British str., for Japan.
CAIRO, Norwegian str., for Japan.
DEVANHA, British str., for Europe.
GLENLOUGH, British str., for Shanghai.
HANOI, French str., for Haiphong.
KASSALA, British str., for Suez.
NEUMURKIN, German str., for Rangoon.
PAKAT, German str., for Bangkok.
PEKIN, Norwegian str., for Saigon.
SENECA, British str., for Calcutta.
TAKKIEF, Norwegian str., for Bangkok.
TELEMACHUS, British str., for Saigon.
ZAFIRO, British str., for Manila.
May 6th.
ANDREE RICKMERS, German str., for Bangkok.
DAGNY, Norwegian str., for Bangkok.
DAIJIN MARU, Japanese str., for Tamsui.
FALLAGON HALL, British str., for Bangkok.
FOOCHOW, British str., for Chinkiang.
HAILAN, French str., for Pekhien.
HELENE, German str., for Hainan.
HONGHEM, British str., for Amoy.
LUCIA VICTORIA, Italian str., for Vladivostock.
MONADNOCK, U.S. monitor, for Manila.
PEHANANG, German str., for Bangkok.
POCASSER, British str., for Yokohama.
REIN, Norwegian str., for Bangkok.
THYRE, Norwegian str., for Batavia.
YUNNAN, British str., for Foochow.

SHIPPING REPORTS.
The Austrian str. *Filippo Artelli* reports: Foggy weather last two days.
The Chinese str. *Kuchinoer* reports: Light variable winds and fine weather with smooth sea throughout.
The British str. *Bellerophon* reports: Moderate to light variable winds, haze and overcast, smooth sea.

The British str. *Choyang* reports: Experienced very foggy weather at entrance to Yangtze-Kiang, and from thence to Swatow light N.E. winds with hazy weather. From Swatow light easterly winds, smooth sea, with dense fog outside Hongkong on Saturday morning.

The British str. *Yochow* reports: Light variable winds and smooth sea, overcast weather from Shanghai to Breaker Point; from thence to port thick foggy weather. Passed a quantity of wood painted white and some green, evidently cabin fittings off Single Island.

VESSELS IN DOCK. May 6th.

ANDREE Docks.—Terrier, Thysa, Kowlon on Docks.—U.S.S. *Bury*, U.S.S. *Bainbridge*, *Eron*, *Loong*, *Alta*, *Sungking*, *Lin Tan*, *U.S.S. Monadnock*, *Admiral de Beaufort*, *Wingphong*, *Kunming*, *Tsinan*, *Fame*, *U.S.M. *Wolfe** on Docks.—Heim.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAIMUN," Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 8th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LA PRAIA & CO., General Managers.

Hongkong, 5th May, 1906. [102]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERN," Captain E. Powell, will be despatched as above TO-MORROW, the 8th inst., at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric lights fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th May, 1906. [102]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"GAEKWAD," will leave for the above places on WEDNESDAY, the 6th inst., P.M.

For Freight or Passage, apply to Sander, Wiele & Co., Agents.

Princes' Building.

Hongkong, 3rd May, 1906. [101]

TO ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections, commencing from Green Island. Vessels anchoring nearer Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	STEAMERS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"			On 12th May.
GLASGOW and LIVERPOOL	"HYSON"			On 12th May.
GLASGOW and LIVERPOOL	"GLAUCUS"			On 15th May.
GLASGOW and LIVERPOOL	"RHIPHEUS"			On 17th May.
GLASGOW and LIVERPOOL	"IDOMENEUS"			On 25th May.
GLASGOW and LIVERPOOL	"AJAX"			On 31st May.
GLASGOW and LIVERPOOL	"MEMNON"			On 7th June.
GLASGOW and LIVERPOOL	"STENTOR"			On 7th June.

HOMEBWARDS.

FROM	STEAMERS	STEAMERS	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"			On 8th May.
GENOA, MARSEILLE and LIVERPOOL	"CALCHAS"			On 20th May.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"			On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"			On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"			On 19th June.
GENOA, MARSEILLE and LIVERPOOL	"GLAUCUS"			On 20th June.

Taking cargo for Liverpool at London rates.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.,
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	STEAMERS	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"TYDEUS"			On 16th May.
HAMA	"STENTOR"			On 10th June.

WESTWARD.

FROM	STEAMERS	STEAMERS	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"			On 25th May.
For Freight, apply to	"KEEMUN"			On 16th June.

BUTTERFIELD & SWIRE,
AGENTS.

[9-10]

Hongkong, 30th April, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TSINAN"	On 7th May.
MANILA	"TEAN"	On 8th May.
CALLAO	"SHANTUNG"	On 8th May.
CHEFOO, TSINGTAO & NEWCHIANG	"KALGAN"	On 9th May.
SHANGHAI	"KWANGSE"	On 10th May.
CEBU and ILOILO	"SUNGKUANG"	On 10th May.
ZAMBOANGA PORT		
DARWIN, THURSDAY ISLAND		
COOK TOWN, CAIRNS, & TSIANAN		On 30th May.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 7th May, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Cap. ari.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th May.
SHAWMUT	4,417	G. V. Williams	On 3rd July.
TREMONT	9,606	E. V. Roberts	On 27th July.
		T. W. Garlick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

AROEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

[17]

QUEEN'S BUILDINGS,
Hongkong 25th April, 1906.

Hongkong, 1st February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	LEAVING	STEAMERS	DESTINATIONS	SAILING DATES
TAMSUI VIA SWATOW	SUNDAY, 13th May, at 10 A.M.	"DAIGI MARU"	HAYE, BREMEN and HAMBURG	On 12th May
AND AMOY		S. TAGAMI	(Calling at Singapore, Penang and Colombo)	Freight & Passengers
SHANGHAI VIA SWATOW	TUESDAY, 8th May, A.M.	"SHOSHU MARU"	MARSEILLE and HAMBURG	Freight
AMOY AND FOOCHOW		T. NEMOTO	(Calling at Singapore, Penang and Colombo)	On 15th May
ANPING VIA SWATOW	WEDNESDAY, 18th May, A.M.	"MAIDZURO MARU"	MARSEILLE, HAVRE and HAMBURG	Freight
AND AMOY		MELLIN	(Calling at Singapore, Penang and Colombo)	On 1st June
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	THURSDAY, 17th May, A.M.	"AKAISHI MARU"	HAYE and HAMBURG	Freight
		K. OHTA	(Calling at Singapore, Penang and Colombo)	On 3rd June

* These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building, Hongkong, 3rd May, 1906.

T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

1906

SACHSEN	WEDNESDAY	9th May
PRINZ HEINRICH	WEDNESDAY	23rd May
ROON	WEDNESDAY	6th June
PREUSSEN	WEDNESDAY	20th June
ZIETEN	WEDNESDAY	4th July
GNEISENAU	WEDNESDAY	13th July
BAIER	WEDNESDAY	1st August
PRINZ REGENT LUFTPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	29th August
SACAS...	WEDNESDAY	12th September

ON WEDNESDAY, the 9th day of MAY, 1906, at NOON, the Steamer "SACHSEN", Captain Petersen, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 7th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th May. Contents of Passages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: TO NAPLES, GENOA AND GIBRALTAR

return 291 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG

return 65 0 0 44 0 0 24 0 0

TO NEW YORK VIA SUEZ

via NAPLES, GENOA or GIBRALTAR

return 64 0 0 44 0 0 26 0 0

via BREMEN or SOUTHAMPTON

return 115 0 0 79 0 0 47 0 0

via BREMEN or LONDON

return 88 0 0 44 0 0 27 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

POST OFFICE NOTICES.

The Room, with the German mail of the 10th April, left Singapore on Friday, the 4th instant, at 6 p.m., and may be expected here on or about Wednesday, the 9th inst., at 6 a.m.
The America Maru, with the American mail, left Yokohama on Saturday, the 5th inst., and may be expected here on or about Wednesday, the 16th instant.

MAILS WILL CLOSE

FOR	PER	DATE
Shanghai, Moji, Kobe and Yokohama		Monday, 7th, 11.00 A.M.
Macau		Monday, 7th, 1.15 P.M.
Yokohama and Kobe		Monday, 7th, 3.00 P.M.
Amoy, Straits and Taku		Monday, 7th, 5.00 P.M.
Swatow, Amoy and Foochow		Tuesday, 8th, 9.00 A.M.
Macau		Tuesday, 8th, 1.15 P.M.
Singapore, Penang and Calcutta		Tuesday, 8th, 2.00 P.M.
Shanghai		Tuesday, 8th, 3.00 P.M.
Manila		Tuesday, 8th, 3.00 P.M.
Calcutta, Pernu		Wednesday, 9th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

EUROPE, &c., INDIA via TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macau
Chefoo, Tsingtau and Newchwang
Singapore, Pohang and Bombyay
Macau

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Macau
Shanghai
Manila
Manila

EUROPE, &c., India via TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Cebu and Iloilo
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)
Manila, Subicbun, Friedrich, Willemshaven, Herrenshafen, Matupi, Brisbane, Sydney and Melbourne

EUROPE, &c., India via TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Zambanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth

TO-DAY.

The Great Hurricane, World's Master Magician, City Hall, 9 p.m.

TO-MORROW.

Sale, Furniture, &c., Sales Rooms, Mr. F. Klein, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.— May 5th.
Telegraphic Transfer 21/4
Bank Bills, on demand 21/4
Bank Bills, at 30 days' sight 21/4
Bank Bills, at 4 months' sight 21/4
Credit, at 4 months' sight 21/4
Documentary Bills, 4 months' sight 21/4

ON PARIS.—
Bank Bills, on demand 96/8
Credits, at 4 months' sight 267

ON GERMANY.—
On demand 214

ON NEW YORK.—
Bank Bills, on demand 501
Credit, 60 days' sight 514

ON ROMANIA.—
Telegraphic Transfer 1564

ON CALCUTTA.—
Telegraphic Transfer 1564

ON SHANGHAI.—
Bank, at sight 713

ON YOKOHAMA.—On demand 102

ON SHAOHENG.—On demand 121/2 p.m.

ON BATAVIA.—On demand 126

ON HAIFONG.—On demand 3 p.c.p.m.

ON SAIGON.—On demand 21 p.c.p.m.

ON RANGKOK.—On demand 614

SOVEREIGN, Bank's Buying Rate, 9.50

G. & LEWIS, 100 fine, per tael 50.10

BAR SILVER, per oz. 394

OPIUM.

May 4th.
Quotations are— Allow' not to 1 catty.

Malwa New 850 to — per picul.

Malwa Old 3100 to — "

Malwa V. Old 31100 to — "

Persian fine quality 3900 to — "

Persian extra fine 3850 to — "

Patna New 8571 to — per chest.

Patna Old 8571 to — "

Banaras New 85071 to — "

Banaras Old 85071 to — "

STEAMERS PASSED THE CANAL.

April 10th—Andalucia, 17th—Benlomond, Glauca, Hyson, Roon, St. Evert, Schuykill, Voronej, Nithsdale, Tivoli, Aberlour, 20th—Peshawar, Blenheim, Salazar, Helioptilia, Actia, Kier, Las Bors, 24th—Olenex, Kick, 27th—Alcina, Formosa, Idemocca, Tonkin, May 1st—Andria, Palma, Pelen, Pera, Preussen, Sazonia, Ternachus, Benwon, 4th—Reutovitch, Ajor, Ozeania, Verona, Silesia (Ger.), Prince Regent Luitpold, Iyo Maru, Rheinland.

ARRIVALS AT HOME.

May 4th—Austria, Barlong, Bayern.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Sachsen left Shanghai on Saturday, the 5th inst., at 10 a.m., and may be expected here on or about Monday, the 7th inst., at 6 a.m.

The I.G.M. str. Room left Singapore on Friday, the 4th inst., at 6 p.m., and may be expected here on or about Wednesday, the 9th inst., at 6 a.m.

THE AMERICAN MAIL.

The P.M. str. Siberia sailed from Yokohama on the 26th April, and is due here on or about the 7th May.

The P.M. str. America is expected to sail from Yokohama on the 5th inst., and is expected to arrive at this port on the 10th inst.

The P.M. str. Mongolia sailed from San Francisco on the 2nd inst., and is due at this port on the 27th inst.

THE CANADIAN MAIL.

The C.P.R. str. Empress of China left Vancouver on Monday, the 3rd April, p.m., for Hongkong via the usual ports of call.

MANILA TRADE.

The I.G.M. str. Wilhelma left Manila on Friday evening, the 4th inst., and may be expected here on or about Monday morning, the 7th inst.

The A.L. str. Gastein left Singapore for this port on the 2nd inst., and is expected here on or about the 7th inst.

The Indo-China str. Laisang, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 1 p.m.

The str. Aragonia sailed from Astoria on the 29th April, and is due to arrive at this port on the 27th inst.

The Boston Steamship Co. str. Tremont left Kobe on the 2nd inst., for Hongkong via usual ports.

The str. Lohian sailed from New York on the 21st inst. for China and Japan.

PASSENGERS.

ARMED.
Per Sandakan, from Bangkok, Mons. Emile Rey.

Per Hoimun, from Amoy, &c., Mrs. Sutherland and two children.

Per Choyeung, from Shanghai, &c., Dr. and Mrs. Laying and child, Mr. Chas. Lee.

Per Filippo Artelli, from Kobe, &c., Messrs. C. E. Wragg, L. A. Dowdell, C. Cavassani and Ssi Vito.

MESSRS. FALCONER & CO.'S REGISTER.

May 5th.

Barometer 9 A.M. 29.86 Therm. (Webb's) 74

Barometer 1 P.M. 29.84 Therm. (Webb's) 74

Barometer 4 P.M. 29.80 Therm. (Webb's) 73

Thermom. 9 A.M. 76 Therm. Maximum 75

Thermom. 1 P.M. 76 Therm. Minimum 75

Thermom. 4 P.M. 75 Therm. Minimum over night 68

JOINT STOCK SHARES.

Hongkong, May 5th.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$10.

Banks— \$125 \$80, sellers

National B. of China \$20 London, 120.

A. Shares 25 \$8, buyers

Bell's Asbestos E. A. 12s. od. \$7, buyers

China-Borneo Co. \$12 47, sales

China Light & P. Co. \$10 49, sales

China Provident \$10 49, sales

Cotton Mills— Printed Matter and Samples 9.00 A.M. \$10, to 75.

Hongkong 10.00 A.M. \$10, sellers

International 7.50 \$10, to 74.

Leam Kong Mow 10.00 A.M. \$10, to 75.

Soyeh 10.00 A.M. \$10, to 80.

Dairy Farm 10 \$16.

Docks and Wharves— Printed Matter and Samples 9.00 A.M. \$10, to 75.

Farnham, B. & C. 10.00 A.M. \$10, sellers

H. & K. Wharf & G. 10.00 A.M. \$10, sellers

H. & W. Duck 10.00 A.M. \$10, sellers

Ho. & H. Wharf 10.00 A.M. \$10, to 75.

Fenwick & Co., Geo. 10 \$25.

G. Island Cement 10 \$20, sellers

Hongkong & G. 10 \$175, buyers

Hongkong Electric 10 \$17, sellers

Do. New 10 \$16, sales & sel.

New Army Dock 10 \$17, buyers

Stal & H. Wharf 10 \$100, to 75.

Friday, 11th, 9.00 A.M. \$10, to 119.

Printed Matter and Samples 10.00 A.M. \$10, to 119.

Registration 10.00 A.M. \$10, to 119.

Registration, with late fee of 10 cents, up to 10.45 A.M. \$10, to 119.

Registration, Kowloon B.O. 10.00 A.M. \$10, to 119.

No late fee.

Letters 10.00 A.M. \$10, to 119.

Letters 11.00 A.M. \$10, to 119.

Letters 12.15 P.M. \$10, to 119.

Letters 1.00 P.M. \$10, to 119.

Letters 2.00 P.M. \$10, to 119.

Saturday, 12th, 11.00 A.M. \$10, to 119.

Letters 1.00 P.M. \$10, to 119.

Letters 2.00 P.M. \$10, to 119.

Letters 3.00 P.M. \$10, to 119.

Letters 4.00 P.M. \$10, to 119.

Letters 5.00 P.M. \$10, to 119.

Letters 6.00 P.M. \$10, to 119.